

Dadford Village Traffic Calming S278

	For or Against	Comments				Design Organisation's Response	
Resident	For	<p>We are residents of Dadford and attended the display of calming measures planned for our village which was generously hosted by Sue and Jamie Boulet.</p> <p>This is a very positive initiative.</p>	<p>The top end of the village does not have satisfactory measures to calm drivers speeding into the village - and then of course speeding-up as they run down the steep hill. Why do we not include rumble strips at the top of North Hill?</p>	<p>We hope the height of the raised area at the High St junction is high enough to deter speeding. For regular travellers who become aware the raised level does not force them to slow down, they may revert to speeding. Is the height the same level as those in Silverstone village and if not, why not?</p>	<p>Is there a case for an average speed limit with cameras on both side of the village? We'd have thought this would involve a very low capital cost (accepting there would be continuing measurement requirements) and would prove very effective. It would appear everyone's experience of average speed limits changes behaviour.</p>	<p>The introduction of rumble strips at the suggested location (i.e. similar to those on the northbound approach) is not recommended owing to the potential for noise nuisance being caused to nearby residents.</p> <p>The proposed raised features will incorporate a total vertical deflection of 75mm, which is at the top end of the range recommended in published guidance on traffic calming.</p> <p>The measures currently proposed are expected to have a positive impact on driver behaviour generally and particularly in respect of speeding. The request for speed cameras and additional vertical deflections is not considered reasonably related in scale and kind to the proposed impact of the development.</p>	
	Neither for or against?		<p>We have seen the plans for the road calming and still have worries about the top end of the village coming from Silverstone. So many cars do not slow down at the 30 sign in fact a lot speed up and overtake down the hill. This also happens coming up the hill. I witness this most early mornings when walking my dogs. Would a raised area at the top help with traffic coming from Silverstone?</p>	<p>Hopefully the raised area by the high Street will stop them speeding up the hill.</p>		<p>The proposed raised table will incorporate a total vertical deflection of 75mm, which is at the top end of the range recommended in published guidance on traffic calming. This, along with the other measures proposed are expected to have a positive impact on driver behaviour generally and particularly in respect of speeding.</p>	
Parish Council	Neither for or against?		<p>Plan 6420 – The parish council are concerned over the road width that is being suggested between High Street and North Hill. The road is not particularly wide at the moment so to make it narrowing is a concern.</p>	<p>The proposed plans do not address the North Hill junction on to the main road. There are no traffic calming measures shown between plans 6410 and 6420. The parish council expected to see the same "Raised Table in Coloured Surface" that is being suggested at the High Street junction with the main road.</p>		<p>One of the key concerns raised at the public consultation was the narrowness of the existing footway immediately to the north of the High Street junction. The current design increases the width of this footway to better accommodate <u>all</u> pedestrians but there must be a commensurate reduction in the width of the carriageway to achieve this. Building over the existing, adjacent drainage structure to provide a wider carriageway is not considered reasonably related in scale and kind to the proposed development and a wider carriageway is also likely to result in greater levels of speeding. Furthermore, any modifications to the existing drainage structure would result in significant disruption. Additional warning signs will be installed and the existing centreline will be removed to provide drivers with clear guidance through this narrow section. To the north, beyond the High Street junction, a virtual (non-physical) narrowing is proposed.</p>	
Resident	For	<p>Whilst I am pleased that a traffic calming scheme is now due to be implemented, I do not feel that the proposals are as yet, comprehensive enough to tackle the constant speeding by through traffic</p>	<p>My parents voiced their concern at the draft proposals lack of sufficient traffic slowing proposals at both ends of the village.</p>	<p>We had suggested that the road before the bend be narrowed to a single lane into and out of the village and feel that it is vital that the 30 sign is moved at the Stowe end so that drivers can see this clearly before the bend in the road</p>	<p>Surely moveable gates could be introduced at either end of the village to reduce from two lanes into one and make drivers slow down to give way</p>	<p>Other suggestions made by other residents include speed bumps and pelican crossings, none of which it would appear have been introduced at either end of the village</p>	<p>A comprehensive package of measures is proposed on the northbound approach to the village where currently nothing exists. These measure include the gateway feature incorporating coloured surfacing, removal of existing centrelines and introduction of continuous edge lines, extensive vegetation clearance to improve forward visibility to the gateway feature and the commencement of the '30' limit, rumble strips up to 250 metres in advance of the '30' limit and a new traffic sign indicating to motorists that they are about to enter a traffic calmed area. These measures are expected to have a positive impact on driver behaviour generally and particularly in respect of speeding on entry to the village.</p>
Resident	For	Comments as made above				See above.	
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Transport for Bucks	Neither for or against?		<p>I understand the location of the zebra crossing as this is the only location where there is a footpath on either side of the road to join up. However what is its purpose as once you've crossed over it goes to nowhere other than to a redundant phone box. Nor is there provision to cross back over once at the phone box.</p>	<p>The proposed raised table would slow traffic however I note you will need to also raise the existing gully's. I see no provision for additional gully's either side of the raised table to capture what will become a potential flooding issue as this is the lowest point and the brook discharges onto the road at this point and historically has seen extensive flooding.</p>		<p>The proposed Zebra crossing has been deliberately sited at this location to provide a link between existing footways on either side of Dadford Road and to also provide access to Footpaths STO/11/1 and STO/32/1. These footpaths allow villagers to access a recreation ground, play area, allotments and High Street along with other footways continuing north out of the village.</p> <p>Additional gullies are proposed on the upstream side of the raised table at the High Street junction which will discharge to the adjacent drainage ditch.</p>
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